

LOSS OF THE STEAMBOAT PULASKI.—The following are the particulars of this crowning climax of steamboat disasters. Many of the persons lost are of the first families in the Southern States.

From the Wilmington Advertiser, June 18.
Loss of the steamboat Pulaski, with a crew of thirty-seven, and one hundred and fifty or one hundred and sixty passengers.

On Thursday, the 14th inst., the steamer Pulaski, Captain Dubois, left Charleston for Baltimore with about 150 passengers, of whom about 50 were ladies.

At about 11 o'clock on the same night while off the North Carolina coast say 80 miles from land, weather moderate and night dark, the starboard boiler exploded, and the vessel was lost, with all the passengers and crew except those whose names are enumerated among the saved in the list to be found below.

We have gathered the following facts from the first mate, Mr. Hibberd, who had charge of the boat at the time. Mr. Hibberd states that at about 10 o'clock at night he was called to the command of the boat, and that he was steering the promenade deck in front of the steering house; that he found himself, shortly after, upon the main deck, lying between the mast and side of the boat; that, upon the return of consciousness, he had a confused idea of having heard an explosion, something like that of gunpowder, immediately before he discovered himself in his (then) situation. He was induced, therefore, to rise and walk aft, where he discovered that the boat's midship was blown entirely to pieces; that the head of the starboard boiler was blown out, and the top torn open; that the timbers and plank on the starboard side were forced asunder, and that the boat took in water whenever she rolled in that direction.

He became immediately aware of the horrors of their situation, and the danger of letting the passengers know that the boat was sinking, before lowering the small boats. He proceeded, therefore, to do this. Upon dropping the boat, he was asked his object, and he replied that it was to pass around the steamer to ascertain her condition. Before doing this, however, he took in a couple of men. He ordered the other boats to be lowered, and two were shortly put into the water, but they leaked so much in consequence of their long exposure to the sun, that one of them sunk, after a fruitless attempt to bail her. He had in the interim taken several from the water, until the number made ten. In the other boat afloat there were eleven. While they were making a fruitless attempt to bail the small boat, the Pulaski went down with a dreadful crash, in about 45 minutes after the explosion.

Both boats now insisted upon Mr. Hibberd's directing their course to the shore, but he resisted their remonstrances, replying that he would not abandon the spot until daylight. At about three o'clock in the morning they started in the midst of the wallings of the hopeless beings who were floating around in every direction upon pieces of the wreck, to seek land, which was about 30 miles distant. After pulling about thirteen hours, the persons in both boats became tired, and insisted that Mr. Hibberd should land. This he opposed, thinking it safest to proceed along the coast, and to enter some one of its numerous inlets; but he was at length forced to yield to the general desire, and to attempt a landing upon the beach, a little east of Stump Point.

He advised Mr. Cooper, of Ga., who had command of the other boat, and a couple of ladies with two children under his charge, to wait until his boat had first landed, as he apprehended much danger in the attempt, and should they succeed, they might assist him and the ladies and children. There were eleven persons in the male boat, (having taken two black women from Mr. Cooper's.) Of these, two passengers, one of the crew, and the two negro women were drowned, and six gained the shore. After waiting for a signal, which he received from the mate, Mr. Cooper and his companions landed in about three hours after the first boat, in safety. They then proceeded a short distance across Stump Sound, to Mr. Reed's, of Onslow county, where they remained from Friday evening until Sunday morning, and then started for Wilmington. The mate and two passengers reached here this morning (June 18) about 9 o'clock.

Passengers who left Charleston.

Mrs. Nightingale, and servant; Mrs. Fraser, and child; Mrs. Wilkins, and child; Mrs. Mackay, child, and servant; Miss A. Parkman, Miss C. Parkman, and Miss T. Parkman; Mrs. Hutchinson, two children and servant; Mrs. Lamar, Miss R. Lamar, Miss M. Lamar, Miss S. Lamar, and Miss E. Lamar; Mrs. Dunham, Mrs. Cummings, and servant; Mrs. Stewart, and servant; Mrs. Wort, Mrs. Taylor, Mrs. Wagner, child, and servant; Miss Drayton, Mrs. Pringle, child, and servant; Mrs. Murray, Mrs. Pringle, child, and servant; Mrs. Murray, Mrs. Rutledge, Mrs. H. S. Ball, nurse, child, and servant; Miss Trappier, Mrs. Longworth, Mrs. Eddings, and child; Miss Mitchell, Mrs. Coy, and child; Miss Clarke, Mrs. B. F. Smith, Mrs. N. Smith, Mrs. Gregory, Mrs. Davis, Mrs. Hubbard, Mrs. Merritt, Miss Greenwood, Gen. Heath, Col. Dunham, Major Twigg, Judge Rochester, Judge Cameron, Rev. E. Crots, Rev. Mr. Morrey, Dr. Stewart, Dr. Cummings, Dr. Wilkins, Messrs S. B. Parham, G. B. Lamar, C. Lamar, W. Lamar, T. Lamar, R. Hutchinson, R. Brower, L. Livermore, B. W. Fosdick, H. Eldridge, C. Ward, G. Huntington, J. H. Cooper, H. B. Nichols, L. Bird, A. Lovejoy, W. W. Foster, J. L. Hart, C. Hudson, W. A. Stewart, D. A. S. Hamilton, S. Miller, R. W. Pooler, R. W. Pooler, Jr., W. C. N. Swift, A. Barnes, H. N. Carter, Pringle, Rutledge, H. S. Ball, Longworth, F. M. Ross, T. C. Rowand, Edging, R. Beahrook, S. Keith, G. W. Coy, T. Whaley, W. Whaise, O. Gregorie, N. Smith, B. F. Smith, G. Y. Davis, R. D. Walker, E. W. James, Hubbard, J. Aze, Bennett, Clifton, Merritt, Greenwood, Evans, and Erceman.

Persons drowned in landing.

Mr. Bird, of Bryan County, Ga.; Judge Rochester from Buffalo, N. Y., and recently from Pensacola; a young man name unknown; Jennie, a colored woman; Francis, a colored woman, stewardess.

The New York Post states that the New York and Albany Railroad Company, chartered by the legislature at its late session, is organized, and that a corps of engineers have commenced operations upon the route.

BILL JOHNSTON, THE BUCCANER.—The following letter descriptive of an interview with the pirate of the lakes, the notorious Bill Johnston, should have been received some days since, but will be read with none the less interest on that account. There are certainly many points of romance in his story, and is by far the most "interesting" of the vagabond marauders who have been so long agitating the frontier. Bill Johnston seems to be actuated by a motive—the desire of revenge; which places him above the Van Rensselaers or the Sutherlands, who were induced to their mad and absurd course by petty vanity and love of notoriety. General Van Rensselaer, with his encampment on Navy Island, and in his sash and epaulets, making war, with two or three hundred vagabonds, on Great Britain, was a very ridiculous personage; but there is a touch of poetry about Bill Johnston, the Buccaneer, armed to the teeth, flying from island to island, a price set on his head, and determined to sell his life at a desperate price. And then his daughter—but we will not anticipate the interest of the letter:

Correspondence of the Courier & Enquirer.
STEAMBOAT OSWEGO.
PATTISON'S LANDING, near French Creek,
11th June, 1838.

We have just arrived here from Oswego, and made fast to wood, at a spot nearly opposite to the wooding place where the Sir Robert Peel was attacked and burned by a band of pirates, under the command of a desperado by the name of Bill Johnston, of French Creek. While we were making our vessel fast, a light long boat of a dark blue or lead color, shot out from behind an island on the opposite shore, a little astern of us. The boat was in sight but a few moments, having put in a little bay out of our view. In a short time four of the crew were partially seen through the bushes, walking in Indian file, each having a large pistol in his right hand. They came upon nearly opposite to us, and then retreated back to their boat. A boat put off from our wharf for them with two acquaintances of Johnston's, who appeared the craft to be one of his. When they neared them upon the opposite shore, the long boat dashed along side of them. It proved to be Johnston, with four expert Canadians as oarsmen, in a twelve oared cutter, about forty feet long, with about eight feet of the after part decked, on which sat Johnston, upon a red carpet bag steering the boat with an oar. After lying to a few minutes they pulled for the wreck of the Sir Robert Peel, which lay about eighty rods ahead upon the opposite shore. While passing on their way to the wreck, within 15 rods of us, and upon one of our passengers waving a white handkerchief, Johnston very impudently raised up and drew from the carpet bag under him the colors of the Sir Robert Peel, which he held up to the breeze, and again returned to the bag.

They boarded the wreck of the Sir Robert and remained some ten or fifteen minutes, put off, passed again by us, within short pistol shot, and made for the main land near French Creek. There were about fifty persons on board of our steamer, and not the least movement was made to molest them. We had no arms on board.

The two gentlemen who went out in the small boat are of respectability, and from having been long and intimately acquainted with Johnston, apprehended no difficulty or injury from him or his crew. Johnston observed to them that his family and himself had been injured by the British government's having confiscated his property to a large amount during the last war. He had now fully avenged himself against them, as well for his own losses as for the destruction of the Caroline; that he well knew it at great efforts were making to arrest him, and particularly by our Government. But it would not be easy to take him, and one thing they might rest assured of, that he would never be taken alive; that he was a fair mark to shoot at, but he was not the man to dangle in the air; he had two other boats well manned and armed, within a signal view; that he sat upon the colors of the Sir Robert, and meant to sit upon them till they rotted.

Their boat was stowed with muskets and small arms.

He said further that the steamboats need have no fears of him and his party, as he had no disposition to molest them. On being told that one of the steam boats was to wood at the wharf of his son, at French Creek, he seemed quite affected, and replied, "I am glad to hear it, or any thing else that can benefit my family. He is a robust athletic man, perfectly fearless, about 60 years of age, quite grey headed, and is altogether a hardy looking veteran. He is represented as a very warm friend, but has ever been a terror to his enemies.

He has a daughter about 19 years of age, very handsome, and said to possess equal courage with himself. She often goes out to a boat alone, armed, and seeks her father with supplies of provisions. I saw her this morning at French Creek an hour before seeing the old man. She is certainly a very noble looking girl, and I should judge, fully equal to the description given of her.

It is very much to be regretted that the frontier difficulties should have the effect to deter many from visiting these waters, as there can be no more desirable tour than through Lake Ontario. For the fine steamers and gentlemanly masters, these waters cannot be excelled, and the most timid need have no fears of any further troubles on board these steamers. Travellers that I have met with say the interest of travelling upon these waters has been highly increased by the introduction of fine regiments of soldiers at the garrisons along the lakes.

From the Albany Argus.

The following is a copy of a "proclamation" issued by the leader of the gang that destroyed the steamboat Sir Robert Peel. It was obtained for Gov. Marcy; and if the facts may be relied on, is important, as showing that the attack, although made in the American waters, was concerted in and proceeded from the British dominions:

"To all whom it may concern.

"I, William Johnston, a natural born citizen of Upper Canada, certify that I hold a commission in the Patriot service of Upper Canada as commander in chief of the naval forces and flotilla. I commanded the expedition that captured and destroyed the steamer Sir Robert Peel. The men under my command in that expedition were nearly all natural born English subjects—the exceptions were volunteers for the expedition. My Head Quarters were on an island in the St. Lawrence, without the jurisdiction of the United States, at a place named by me Fort Wallace. I am well acquainted with the boundary line, and known which of the islands do, and which do not belong to the United States; and in the selection of the islands, I wished to be positive and not locate within the jurisdiction of the United States, and had reference to the decision of the Commissioners under the 8th article of the treaty of Ghent, done at Utica, in the state of New York, 18th June 1822. I knew the number of the island, and by that decision it was British territory. I yet hold possession of that station, and we

also occupy a station some twenty or more miles from the boundary line of the United States, in what was her majesty's dominions until it was occupied by us. I act under orders. The object of my movements is the independence of the Canada. I am not at war with the commerce or property of the citizens of the United States.

"Signed this tenth day of June, in the year of our Lord one thousand eight hundred and thirty eight.

WILLIAM JOHNSTON."

MAUMEE EXPRESS.

SATURDAY, JUNE 30, 1838.

Advertisements intended for this paper, should be handed in as early as 12 o'clock on Friday, to insure insertion.

RISE OF THE LAKES.—If we recollect aright, we promised some time since to say something upon a subject, which has, since that time drawn forth observations from almost all quarters; we allude to the rise of water in the Great Lakes the present season. And here it may not be improper to remark that there is nothing in the phenomena of the lakes that cannot be satisfactorily accounted for by reference to causes purely natural and continually in operation, neither will the investigation in our opinion, develop any new laws of atmospheric or aqueous action, connected with this subject. It is a general rule, and applicable to all cases of bodies of water, whether large or small, that whenever a quantity of water is poured into a basin within a given time, and the opening provided for the discharge of the water from the basin is incapable of discharging the same amount in the same time, the level of the water in the basin will be elevated. Nothing more than an application of the foregoing proposition will be required to account for the high water of Lake Erie, during some seasons, when the magnitude of the apertures employed in producing the effect, is taken into consideration. The lakes Superior, Huron and Michigan cover an aggregate area of about one hundred thousand square miles, and receive the waters of over one hundred and twenty rivers, many of which are of considerable magnitude. These immense inland oceans, and their tributary streams stretch through a great extent of country, being nearly ten degrees of latitude, from north to south and as many degrees of longitude from east to west, and embracing a great diversity of seasons and climate. Hence it is easy to understand how these great pieces of water may be acted upon by causes which from their great distance are not apparent to us, but which, creating a moderate rise in the larger lakes, tend to throw immense bodies of water through the natural channels into the smaller ones, raising them to an elevation higher in proportion to the smallness of the area which they cover. Thus a rise of one inch in the level of the lakes above Erie would create a difference of several inches in the waters of that lake, and as the surplus waters of the upper lakes, on account of the straitsness of their debouchments would occupy some time in passing in, so, from a like narrowness in the outlet of Erie, some time would be occupied in their passing out, and the result would be an elevation in the surface of a duration long or short, in proportion to the circumstances.

The natural causes that operate to produce an accumulation of water in the Great Lakes at certain seasons are easily explained. It is well known, that in the lake country the winds blow with a degree of regularity seldom found elsewhere, except between the tropics. The prevailing currents of air come from the south west in the direction of the Mexican gulf or the Mississippi river, following up the valley of that river and its branches, and surmounting the summit level that divides the Mississippi from the St. Lawrence valley; or they come from the opposite direction and blow towards the Mississippi valley. During the season in which the south-west wind prevails, then, it is evident, that the vapors arising from the Gulf of Mexico, the Mississippi river and its tributary streams are driven over the wall of the great basin of the lakes, checking the progress of evaporation there, as well as precipitating themselves in rain, either into the lakes themselves or upon the lands that are drained by the rivers that empty into them; and it is equally evident, that if the prevailing winds are in a contrary direction, the process will be reversed, and the vapors arising from the lakes will be driven into the valley of the Mississippi. When it is recollected, that the amount of water evaporated in the course of a year is equal to about six feet in depth of the entire surface presented to the atmospheric action, and that by a simple change in the direction of the wind, the vapor arising from the Great Lakes may either be driven out of their valley, or retained with equal or even greater amounts brought in from the ocean, the gulf, and the rivers, and condensed upon the sides of the basin in rains, the cause seems adequate to produce, not only the small elevation now perceptible, but (when the surplus waters of all the upper lakes burst with an accumulated head into the valley of Erie) an actual deluge.

We shall pursue this subject in our next.

BUCK-EYE.—NEWSPAPERS.—NAMES &c.

Those who believe that; "A rose, by any other name would smell as sweet," would, nevertheless very readily admit that it would be very foolish to give the "queen of the garden," a bad name, merely for the purpose of trying the experiments of its effect upon her fragrance. And equally foolish would it be to give a silly inappropriate or senseless name to any other person or thing, especially when a whole vocabulary of good names is to be had as cheap and with the same trouble in the selection.

Our Ohio folks are, many of them vastly fond of the term Buck-eye, and seem determined to apply it to every thing of indigenous growth. Thus we have buck-eye men and buck-eye women, buck-eye ploughboys and buck-eye democrats. Now we have never been able to see any thing so very appropriate in the name of "Buck-eye" in its application to any thing of Ohio growth or manufacture. It is true we have a tree bearing that name, and of indigenous growth, but has this tree any good qualities which merit illustration or renown? It has none. It is true, it starts early in the spring, and gives forth a great promise for the future, but its aggregate annual growth is very small indeed. Its leaves look green and bright in the opening year, but before the end of summer they are turned to a dusky brown that is anything but agreeable. It blossoms and promises largely in its budding honors, but its fruit is bitter, poison and useless; good for neither man nor beast, for not even the omnivorous pig will dirty his nose with the buck-eye. In short, it is the poorest choice that could be made of all the trees of the forest, and the meanest name that could possibly be gotten up. We would as soon be called "Sucker" or "Puke" as Buck-eye, and would advise our friend of the Plough-boy to change its name forth-with, as an easy way to do something very respectable for his publication.

ARRIVAL OF THE STEAM SHIPS.—The steam ships Great Western and Sirius have both returned to New York. The former reached New York on the 17th inst., fourteen days from Bristol; and the latter on the 18th from Cork. The Great Western was 14 days on her trip out, and met with no accident worthy of record on her passage either way. The particulars of the voyage of the Sirius we have not learned. The Board of Directors of the Great Western Steam Ship Company, in consideration of the favors shown to Capt. Hooken and the officers of the Great Western during their stay in New York, have determined "That a steam ship of not less dimensions than the Great Western be forthwith laid down to be called 'The City of New York.'"

Prince Tallyrand died in Paris on the 19th May.

COURT OF COMMON PLEAS.—This court held its session in Perryburg during the past week. The number of cases on the docket was about one hundred and fifty. The only jury cases of importance, tried were "The State of Ohio vs. Collier Haskins for building a dam across the Portage river, and raising the water over the adjacent lands, and Willard V. Way, vs. William Bigger, for Slander and malicious prosecution. In the former cause the verdict of not guilty was returned by the jury, and in the latter the jury was in session at the last adjournment. Poor fellows! those jurors, they could neither agree, nor agree to disagree, and as the court would not agree to discharge them, they remained hung up between the heavens and the earth, like a parrot in a cage, or a pig in a string, with the sun curling the shingles over their heads, and the population jeering them from below with nothing to soothe the cravings of their stomachs but cold water, and no consolation but the chidings of the Judge and the execrations of both parties.

The Court of Common Pleas for this County, sits at Toledo, next week.

VERY GOOD.—The editor of the Seneca Falls Courier apologizes to his female readers, for filling the space, in his paper, usually devoted to them, with the speech of Mr. Bond of Ohio. He pleads in extenuation, however, that the speech possesses some qualities attractive to lovers of romance; it being "a history of broken promises and blighted hopes; of pledges forfeited and confidence betrayed."

The editor of the Sandusky Clarion announces in his last, the close of his sixteenth volume, and that he desires to publish sixteen more volumes before he retires from the tripod. Can it be possible that one man can carry a country paper through that number of volume, and still possess the means to print even one more?

BAD GARDEN SEEDS.—We have been requested by several of our friends in the gardening and horticultural line to caution the public against the seeds sold by E. Riley, & Co. a firm who hail from somewhere near Fredonia N. Y. These articles are said to be so far from what they are crack'd up to be, that no dependence can be placed upon them. The beets beat all nature in the variety of their metamorphoses, the cabbages turn out turnips to a man, and the onions do not come up at all.

We would advise the editor of the Toledo Blade to get the deposition of Mr. Forrer stereotyped; it will save him a good deal in the course of the season. And, as with him, it supplies the place of both truth and argument, he may become a very learned man by getting it by heart.

John M. Niles and Perry Smith, the Senators from Connecticut have declared upon the floor of the Senate, that they will not obey the resolutions of the Legislature of Connecticut, instructing them to vote against the Sub-Treasury bill.

Both the British and the U. S. Governments have determined to create an armed naval force upon Lakes Erie and Ontario, for the protection of the several frontiers. It is understood that the Erie of Detroit is to be one of the vessels employed for that purpose upon this lake by the United States, and that she has been drawn out of the line in which she has heretofore run to be fitted up and armed for the business.

A story is in circulation, that Lord Durham has been recalled from Canada by the home government.

SLIDING GUNTER.—Mrs. Nancy Gunter applied to the Supreme Court, to be divorced from her husband—George Gunter, who has slid away.

A new Post Office has recently been established in Springfield Township, Lucas Co., called Hunt, and John James Esq. appointed Post Master.

We have received the Cleveland Herald of Wednesday last, which copies from the Buffalo of the day before, the following important intelligence from the frontier. The news therein contained is corroborated by passengers who came in by steamboats. There is said to be much excitement at Buffalo and about the frontier, at the war-like tone of the message of Gov. Arthur.

MONDAY, JUNE 25.

Half-past 3 o'clock, P. M.

MORE BRITISH OUTRAGES.—NON-INTERCOURSE.—INDIAN HOSTILITIES.

On Saturday was issued the proclamation of Gov. Arthur, prohibiting all intercourse, between the United States and Canada without passports.

Yesterday, a movement was made by the whole body of British troops commanded by the Governor in person, towards Short Hills the rendezvous of the Patriots. In a skirmish three patriot prisoners were taken, one of whom, it said, is Clements, the patriot leader.

Yesterday a considerable body of Seneca Indians went down the river, to hunt on Grand Island, they said—rather an unusual thing for this season!

To-day a still larger party came in wagons. A large crowd got round Perry's coffee house and it was reported that they had been bribed by British officers, to cross to Canada and help the Queen's troops hunt down the patriots—a large sum having been offered them for every scalp!

A messenger was immediately sent to Major Young, commanding the regular forces, acquainting him of the circumstances; and it is to be hoped that he will take immediate action, such as the case demands.

To refuse a free passage to our citizens, compelling them to get passports each way, and at the same time hiring out Indians to do the brutal and bloody work they have not courage to accomplish, is perfectly characteristic.

Yesterday, Gov. Arthur gave out that the prisoners taken yesterday would be shot to-day. Such was the understanding last night at Chippewa, but we have no means of knowing whether it was put in execution.

On the Canada side, the greatest excitement prevails. Lord Durham has ere this arrived in the Upper Province. Immediate and energetic measures must be taken, or the whole country will be plunged into the horrors of a Guerrilla warfare; a disgrace to the mother country, and the civilized world.

We know that there exists a most extensive organization all along from Malden to Kingston. Canadian refugees on this side are not idle. The American population is perfectly quiet and unexcited, but they remember too well the horrors of Indian warfare to remain so when such means are resorted to.

One of the chiefs has confessed that they were not going a hunting on Grand Island, but that \$100 had been offered for every rebel's scalp!!!

Subsequently we have the above confirmed in many of its particulars. A gentleman who came from Canada assures us, that Indians are to be employed and paid by the government, but says they are Canadian Indians of the interior.

Seven more patriots were taken prisoners yesterday. They are to be tried immediately, at Niagara.

P. S.—A gentleman from Canada last evening, informed us that an express came in before he left, bringing news that McLeod, the Patriot General had been taken, in another skirmish at Short Hills. Capt. Waiter was also taken.

THE PROPOSED ANNEXATION OF TEXAS WITHDRAWN.—The Congress of Texas has passed a resolution withdrawing the proposal to become a part of the United States. The reasons given are, that their proposition had met with much discouragement from the government of the United States, and that the Abolition question, which has already produced so much excitement in this country, would be much aggravated by pressing the proposal. It is reported that this step has been taken in consequence of the receipt of a letter from their minister in England, stating that a treaty of commerce had been entered into between Texas and England.—*Amer. Balance.*

DARKNESS VISITED.—There will be a great eclipse of the Sun on the 15th September next, in the afternoon. It will not be total but annular; that is, the moon being too near the sun to hide it entirely from our view, will leave its margin visible like a luminous ring (annulus) to those beholders whose place makes the moon pass directly between them and the sun's exact centre. There will not be another annular eclipse until 1854. The next total eclipse will be 1869. So say the Almanacs.

ANOTHER SEIZURE.—Captain Homans, in command at Lewiston has made another valuable seizure of Patriot arms. Ninety stand, with bayonets, were found secreted at Dickerson's tavern, six miles from Lewiston, on the Lockport road. They were principally English fowling muskets and United States manufacture.

This indefatigable officer is preventing much mischief.—*Buffalo Com.*

Sir John Colborne and staff arrived at Niagara on Saturday evening, 9th inst. in the steam boat Cobourg.

Sir John has gone back to the lower end of the lake with a lot of the Chippewa troops to take Bill Johnston. The hero of Corunna and Waterloo will have his hands full if he attempts to capture that man.—*Lewiston Tel.*

MONEY MARKET.—Bicknell's (Philadelphia) Reporter of Tuesday says—"We give it as our deliberate opinion—an opinion founded upon conversations held last week with the officers of several of the Philadelphia banks—that should Mr. Woodbury's recent circular continue in force—should the Sub-Treasury bill become a law, or should Congress rise without adopting a measure of relief, no general resumption will take place earlier than January. It is quite doubtful, indeed, whether the banks will be able to produce a general resumption even then."

The Boston Post says that one of its subscribers has determined on having all his children assassinated, to save them from the small pox. It would eventually prevent their dying the natural way.

THE FRONTIER.—Brevet Brigadier General Wool, of the United States Army, is ordered to the Northern line of this State, with instructions to call out and organize the militia. This step is rendered necessary in consequence of the neglect of Congress to act upon the bill providing for an increase of the rank and file of the army.—*Alb. Dai. Adv.*

POLITICAL PROSCRIPTION EXTRA.—The loco-foco authorities of Detroit have cut down a barber's hole because he was a Whig—and moreover named Clay.—The two names together were more than they could stand, for every time they passed his shop the pole reminded them of their future prospects.—*N. Y. Gazette.*

"Molly," said a lady to her servant, who was not remarkable for her quick conception or general industry. "I think you'll never set the river on fire." "No, ma'am," was the reply; "I would be very sorry to do anything so wicked."

ANOTHER STEAMBOAT BURN.—The Cincinnati Whig of June 6th, says, we learn that the steamboat Conqueror, which left Cincinnati on Monday last, was burnt to the water's edge at Mayville on Monday night, whilst lying at the wharf. No further particulars.

MORE TROOPS.—We learn from the Edenton Gazette, that Gen. Scott had made a requisition upon the Governor of North Carolina, for one regiment of Infantry, to aid him in the removal of the Cherokees. The regiment consists of ten companies, numbering seven hundred and eighty men, exclusive of field officers.

Counterfeit \$2 bills on the State Bank of this city, are in circulation. They are from the stereotype plate, and signed Geo. Homer, cashier, and E. A. Bourne, president.—*Post. At.*

EXTRAVAGANCE.—The wife of Mr. Wm. Tucker, fisherman in Catherine Market, presented him yesterday with three fine girls at a birth—all doing well.—*Star.*

The Prince de Joinville has been promoted to the rank of Capitaine de Corvette by a royal ordinance, dated yesterday.—*Galignani.*

A letter from Havre of Saturday says that the arrivals of last week have been more numerous than for some time past, fifty ships having entered during that period, with cargoes valued at \$2,000,000.

ANTWERP, May 30.—It has been decided by the Minister of Finance that ships arriving here laden with sugar from the place of production, will be subject to the duty of 80 cents only, and not two florins, notwithstanding they may have touched at Coves; the duty which has been improperly demanded, having been done so through an erroneous interpretation of the law, which will not have to be paid.—*Journal of Commerce.*

Sir Francis Head has been presented to Queen Victoria since his return from his government, and was "very graciously received," Badgely, the Orange delegate from Lower Canada, has also been presented.

The Oronoko has returned to Cincinnati.—She reports the number dead, from the late explosion, to be about 100.

A TAME OTTER.—A Mr. Muncham, of Newton, (N. J.), has a tame otter which he has educated from childhood, and which follows him about like a dog.

Francis Blackler, Captain of the American ship George Cabot, was fined on Saturday in the mitigated penalty of £5, for having 50 lbs. of gunpowder on board his vessel, in the Queen's Dock. The full penalty of this most dangerous offence is £100.

STEAM TO NEW YORK.—The City of Dublin Company are preparing to share in the competition to transatlantic steam navigation. They propose announcing their plans immediately. We wish this enterprising company every success; and, tho' lost in the field we do not expect they will be lost in the race for fame and profit.

A neighboring editor has had his fears excited for his personal safety by the cruel mode practiced in slaughtering calves.

The Boston papers say that whig weather-cocks are offered for sale by the Connecticut pedlars. They state that they are as true as Pat Murphy's famous weather Almanac.

It is said that at Louisville, Kentucky, a gentleman is retained by the dry goods stores to stand outside on the sidewalks, and invite the fair promenaders to walk in.

The Cincinnati Express of the 25th ult. reports an explosion on board the steamboat Angola, while on her passage down the Ohio on the preceding day. The Angola was a new boat, but her boilers were old. No damage was sustained by any of the persons on board.

Mr. Labouchere, master of the royal Mint, has placed upon the books of the house of Commons a notice that, on Thursday next, he will move for leave to bring in a bill to provide for "the conveyance of the mails by railways."

A bale of cotton was shipped on board the Great Western at New York on the 8th ult. arrived in King-road on the 23d, and on the 23d, part of it manufactured into yarn was exhibited at a public meeting of the inhabitants, as a specimen of the first cotton ever manufactured in that city.

ABBREVIATED MISTAKE.—A man in St. Louis recently presented a check of \$45, to the teller of the bank of Missouri and received instead \$4500. On making the mistake known to the teller he received the lie direct, and was told that it was all right!

Three live alligators were lately put in the museum at St. Louis. They lived in peace for a few days, and then commenced a regular battle, which is described in the Bulletin as horrible indeed. At length one of them in attempting to escape from his antagonist, dashed through a window and scattered his brains upon the pavement beneath.

ANOTHER CHARCOAL SKETCH.—We copy the following from the Pennsylvania, and send it abroad as another diamond from Neal's cabinet. We thought that Neal confined his imitable sketches to love life. But he is not less happy in fitting off high life, at least when he gets below stairs, as it does daily in Congress.

HARD WRITING ON THE WALL.—The New Jersey Advertiser says that "the word Traitor is written by public sentiment upon Senator Wall's forehead."

A man in New York sells to the thirty a drink called the "Salubrious Stomachic Elixer-essent Ginger Beverage." They used to call it "Ginger Pop."